

The Priene Marbles.

Thanks to the liberality of the Society of Dilettanti and the energy of the Keeper of the Classical Antiquities in the British Museum, our national collection has obtained a very valuable addition to its great mass of treasures. We allude to the marbles which have recently arrived from Priene, and which, in accordance with a vote of the learned society to which they were consigned, have within the last week become the property of the nation. These marbles would at any time have been highly prized, but they are now of special importance to the department of the British Museum in which they will be exhibited, inasmuch as there is no slight affinity between them and those Hellenic marbles which have recently found their place there. It is intended, we believe, as soon as the scattered fragments have been returned to their original places, to exhibit several specimens of the sculptures from Priene in the room which has lately been allotted to the remains of the Mausoleum. Among those specimens will probably figure a capital, and portions of a cornice ornamented with projecting lions' heads, which bear a strong resemblance to corresponding parts of the Mausoleum, and the same room will then offer two good illustrations of Ionic architecture to both of which dates can be assigned with certainty. Before proceeding to say anything more about these marbles, it may be as well to make a few remarks about the spot from which they come, and the society to which their arrival is due. It may be that every schoolboy ought to know where Priene stands, and who are the Dilettanti by whose direction it has recently been explored, but even at the risk of carrying our ovals to Athens we will venture to offer some slight information on both subjects. To begin with the society—in the year 1734 "some gentlemen who had travelled in Italy, desirous of encouraging at home a taste for those objects which had contributed so much to their entertainment abroad, formed themselves into a society, under the name of the Dilettanti. The preface to one of the society's publications from which we quote goes on to say that "it would be disingenuous to insinuate that a serious plan for the promotion of arts was the only motive for forming this society," friendly and social intercourse being the first great object in view, but it also affirms that under no circumstances has it ever "abandoned the cause of virtue." In the year 1764 the Dilettanti discovered that they had a considerable balance of money in hand, and they determined to spend it on an exploring expedition to the East. Accordingly, Mr. Chandler, the well-known editor of the *Marmor Oeseniensis*, was sent out with a couple of artistic companions to Greece and Asia Minor, and the results of his journey, which occupied rather more than two years, were made known to the public by means of a bulky work published by the society. Among the places explored by Mr. Chandler was the ruined city of Priene, of which considerable space is devoted in the society's volume of *Antiquities of Ionia*. But all that was done at that time was to delineate and describe the ruins. Mr. Chandler left the shattered marbles lying where he found them. That was rather more than a century ago. In the autumn of 1868 the society determined to send a new expedition to Priene, under the direction of Mr. Pullan—this time not only to explore, but to annex. This was done, and at a later period Mr. Newton, at whose disposal a considerable sum of money had been placed in aid of this enterprise by a well-known lover of art, joined the explorers at Priene, in order to make arrangements for the transport of what Mr. Pullan had acquired. But after the marbles which were selected for removal had been made ready for their journey, it was found necessary to wait a considerable time before they could be removed. Between Priene and the nearest station of the Smyrna and Aidin Railway stretches a roadless plain, into the soil of which even ordinary carts are apt to sink during the spring and early summer. As to the wagons in which the ponderous blocks of marble, some of them weighing from two to three tons, were conveyed, it was impossible for them to undertake the journey till the month of August. It required a long series of journeys, each occupying eight days, to transport the thirty tons of marble to the railway station. There they were carefully packed and sent on to a port from which they were conveyed, first to Malta, and then to England. Very soon after their arrival the Society of Dilettanti, whose property they were, generously made them over to the nation.

dition of Xerxes were probably destroyed by him, the only temple he spared in Ionia being that of Ephesus. At what subsequent period the Prieneans began to rebuild them seems to be uncertain, but when Alexander came that way it may be presumed that he found the Temple of Athena in progress, for his name occurs as its dedicatory on a stone which used to be at the east end of the heap of ruins, but which is now in the British Museum. The inscription is especially interesting, inasmuch as it is believed to present the sole instance in which Alexander's name occurs epigraphically by his own command. It seems that the inhabitants of Priene were less independent than those of Ephesus, for when Alexander wished his name to figure as the dedicatory of the restored Temple of Diana, after its destruction by Herostratus, and offered in return to repay to the Ephesians all that they had spent upon it, they refused to entertain his proposal. The marbles brought from Priene contain another very interesting inscription referring to the history of the city. It was copied by Chandler and Lebas, and it has been recently edited by Mr. Waddington in his continuation of Lebas' "Voyage dans le Levant," but none of the copies hitherto taken have been perfect. Now that we possess the original we shall, in all probability, be able to obtain a correct reading of the whole. It relates to a quarrel between Priene and Samos, dating as far as the celebration of Seven-Sages festival. As the contending parties could not settle the question themselves, they referred it for arbitration to Lysimachus, as well as to several other princes, and also to the Rhodians, who seem to have given a decision in favor of Priene. But the dispute still dragged on; during the reign either of Ptolemy Philopator, it was again decided partially, if not entirely, in favor of Priene; but after the defeat of Antiochus the Great, when the Romans sent the Consul C. Manlius, with ten assistant judges, to settle the state of affairs in Asia Minor, the Samians contrived to get a decree in their favor. This, however, which was obtained B. C. 185, was set aside B. C. 136 by a decision of the Roman Senate, which confirmed the original judgment of the Rhodians. Thus, in all probability, ended a lawsuit which had been running, or at least creeping, for upwards of four centuries. When the first exploration of Priene by the agent of the Dilettanti Society took place, the ruins of the temple of Athena were found lying in scattered heaps just as they had fallen after the shock of the earthquake which overthrew the edifice. These ruins were recently cleared away by Mr. Pullan to such an extent as to lay bare the entire area of the cella, and he also dug over the ground in front of the temple as far as the Propylaea. One of the results of his researches was that at one end of the cella an immense pedestal with enriched mouldings was found, on which no doubt stood the colossal statue of Athena Polias herself. This *adyton*, or shrine, had been anciently fenced off from the rest of the cella by a bronze grating, the traces of which are still apparent on the pavement. On that pavement, and on the top of the ruined walls of the cella, were various fragments of sculpture. Among the most striking of those which have been transferred to the British Museum may be mentioned a foot, a hand, and some other portions of a colossal female figure, the execution of which may safely be referred to the best period of Greek sculpture, and which in all probability belonged to the celebrated figure of Athena which stood on the pedestal. On a smaller scale is a female head of great beauty; which in its peculiar head-dress, as well as in its general character, is very similar to one of the heads discovered by Mr. Newton on the site of the Mausoleum, and engraved in his travels. There are also two draped torsos, a smaller head, a male head, and several hands, as well as a pair of bronze wings, which may have belonged to a Victory held in the hand of Athena. All these fragments of sculpture are discolored by age, and have evidently suffered at some period when the beams of the temple must have fallen on the pavement in a burning state. But there are other fragments which bear no traces of fire, and which evidently belong to a frieze. The figures are in very high relief, and at least some of them will probably be found, when the fragments are put together, to belong to some battle scene, perhaps a *Gigantomachia*. In their modelling and general treatment these figures present a striking resemblance to those on the frieze of the Mausoleum. We trust that we shall learn more about these sculptures, and about the beautiful Ionic architecture of the temple to which they belonged, when the Dilettanti Society publish their next volume on Ionia, which, it is to be hoped, will contain a full account of Mr. Pullan's recent mission to Teos, the Smintheum, and Priene.

PROPOSALS.

NOTICE TO CONTRACTORS. The Western Maryland Railroad Company having secured the aid of the city of Baltimore, will soon be in funds sufficient to complete the road from Pipe Creek Bridge to Hagerstown, and will receive Proposals until 9th April, for all the unfinished grading and bridging on the uncompleted section, the work on which has been suspended for a year. Payments made in cash for all work done. The work on the graduation, masonry, and Superstructure of Bridges will amount to about \$300,000. For all information as to the present condition of the work to be done, apply to W. BOLLMAN, President, No. 24 N. HOLLIDAY STREET.

TO CONTRACTORS AND BUILDERS.—SEALED Proposals, endorsed "Proposals for Building an addition to a Public School-house on the Fifth ward," will be received by the undersigned at the office, S. E. corner of SIXTH and ADELPHI Streets until TUESDAY, March 29, 1870, at 12 o'clock M., on Monday, at which time the proposals will be opened in accordance with the plans of L. H. Esler, Superintendent of schools, to be seen at the office of the Controllers of Public Schools.

No bids will be considered unless accompanied by a certificate from the City Solicitor that the provisions of an ordinance approved May 25, 1860, have been complied with. By order of the Committee on Property. H. W. HALLWELL, Secretary. 310 19-22 26 30

WIRE WORK.

GALVANIZED AND PAINTED WIRE GUARDS, store boxes and windows, for factory and warehouse windows, for churches and cellar windows. IRON AND WIRE RAILINGS, for balconies, offices, cemetery and garden fences. Liberal allowance made to Contractors, Builders and Carpenters. All orders filled with promptness and work guaranteed. ROBERT WOOD & CO., No. 1126 RIDGE AVENUE PHILA.

ALEXANDER G. CATELL & CO. PRODUCE COMMISSION MERCHANTS.

No. 7 NORTH 4TH STREET, PHILA. ALEXANDER G. CATELL, GEORGE CATELL.

RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE. Leaving the Company's depot at Thirtieth and Callowhill streets, Philadelphia, at the following hours:—MORNING ACCOMMODATION. At 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:25 P. M.; arrives in Philadelphia at 9:25 P. M.

MORNING EXPRESS. At 8:25 A. M. from Lehigh, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pottsville, York, Carlisle, Chambersburg, Hagerstown, etc. The 7:30 A. M. train connects at Reading with East Pennsylvania Railroad trains for Allentown, etc., and at Pottsville with the Lehigh Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at H. H. RISBERG with Northern Central Railroad trains for York, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS. Leaves Philadelphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION. Leaves Pottsville at 6:45 A. M., stopping at intermediate stations, and arriving in Philadelphia at 9:15 A. M. Returning, leaves Philadelphia at 4:00 P. M.; arrives in Pottsville at 6:15 P. M.

READING AND POTTSVILLE ACCOMMODATION. Leaves Pottsville at 8:30 A. M. and Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 10:30 A. M. Returning, leaves Philadelphia at 4:45 P. M.; arrives in Reading at 7:40 P. M., and at Pottsville at 9:30 P. M.

Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 3:05 P. M., and Pottsville at 3:45 P. M., arriving at Philadelphia at 5:45 P. M.

Harrisburg Accommodation leaves Reading at 7:15 A. M. and Harrisburg at 7:40 P. M. Connecting at Reading with the Reading and Potomac Railroad, south at 6:30 P. M., arriving in Philadelphia at 9:25 P. M. Market train, with a passenger car attached, leaves Philadelphia at 12:30 noon, for Pottsville and all way stations, and at 1:30 P. M. for Harrisburg, connecting at Reading with accommodation train for Philadelphia and all way stations.

Daily trains leave Pottsville at 8 A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4:35 P. M. CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points leave Philadelphia at 7:30 A. M., and return from Downingtown at 6:30 A. M., 12:45 and 6:15 P. M.

PERKINSVILLE RAILROAD. Passengers for Schuylkill leave 7:30 A. M., 12:30 and 4:00 P. M. trains from Philadelphia, returning from Schuylkill at 8:05 A. M., 12:45 Noon, and 4:15 P. M. Stage lines connect at Pottsville with the Columbia and Potomac Railroad, and at Schuylkill with the Schuylkill and Reading Railroad.

COLEBROOKDALE RAILROAD. Passengers for Mt. Pleasant and intermediate points leave the P. M. train for Harrisburg at 7:30 A. M., returning from Mt. Pleasant at 7:00 and 11:00 A. M. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST. Leaves New York at 9 A. M. and 5:00 P. M., passing Reading at 1:45 and 10:05 P. M., and connecting at Harrisburg with the Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5:25 A. M., and 12:20 noon, passing Reading at 7:25 A. M., and 12:20 noon, and arriving in Philadelphia at 12:05 noon, and 6:25 P. M. Sleeping cars accompany these trains through Jersey City and Pittsburg, with other connections.

A Mail train for New York leaves Harrisburg at 8:10 A. M. and 9:30 P. M. Mail train for Harrisburg leaves New York at 12 P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD. Leaves Auburn at 8:30 A. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove, Tremont, and Harrisburg, returning at 4:30 P. M., and 8:30 P. M., from Brookside at 4:00 P. M., and from Tremont at 7:10 A. M. and 5:00 P. M.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada. Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only. The P. M. train to Reading and intermediate stations by Reading and Pottstown Accommodation Trains, at reduced rates. Excursion Tickets to Philadelphia, good for one day only, and return to Reading and intermediate stations by Reading and Pottstown Accommodation Trains, at reduced rates.

The tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicola, General Superintendent, Reading. COMBINATION TICKETS.—At 25 per cent. discount, between any points desired, for families and firms. MILEAGE TICKETS.—Good for 2000 miles, between all points, at \$250 each, for families and firms. SEASON TICKETS.—For three, six, nine, or twelve months, for holders only, to all points, at reduced rates. CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half rate.

EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced rates, and only at the Ticket Office, at Thirtieth and Callowhill streets. FREIGHT.—Goods of all descriptions forwarded to all the above points on the company's new freight depot, Broad and Willow streets. MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal points only at 9:15 P. M.

FREIGHT TRAINS leave Philadelphia daily at 4:30 A. M., 12:30 noon, 5 and 7:15 P. M., for Reading, Lehigh, Harrisburg, Pottsville, Fort Clinton, and points beyond. BAGGAGE.—Duggan's Express will collect baggage for all trains leaving the Depot. Orders can be received at the Depot, THIRTIETH and CALLOWHILL STREETS.

PHILADELPHIA AND ERIE RAILROAD. The trains on the Philadelphia and Erie Railroad run as follows from Pennsylvania Railroad Depot, West Philadelphia:—MORNING TRAIN leaves Philadelphia at 9:35 P. M. MAIL TRAIN leaves Philadelphia at 7:40 A. M. arrives at Erie at 8:30 P. M. ERIE EXPRESS leaves Philadelphia at 11:40 A. M. MAIL TRAIN leaves Philadelphia at 7:40 A. M. arrives at Erie at 10:30 A. M. ELMIRA MAIL leaves Philadelphia at 7:40 A. M. arrives at Erie at 10:30 P. M. BUFFALO EXP. leaves Williamsport at 12:20 A. M. arrives at Philadelphia at 9:25 A. M. HARRISBURG - 6:20 A. M. Monday, at which time the proposals will be opened in accordance with the plans of L. H. Esler, Superintendent of schools, to be seen at the office of the Controllers of Public Schools.

WEST CHESTER AND PHILADELPHIA RAILROAD. Leaves Philadelphia from New Depot, THIRTY-FIRST and CHESTNUT STREETS, 7:45 A. M., 11:00 A. M., 2:30 P. M., 4:15 P. M., 4:40 P. M., 6:15 and 11:30 P. M. The Depot in Philadelphia is reached directly by the Chestnut and Walnut street cars. Trains of the Market street line run within one square, and change cars at B. C. Junction. East and West Chester from Depot, on East Market street, at 6:25 A. M., 8:30 A. M., 7:45 A. M., 10:45 A. M., 1:45 P. M., 4:30 P. M., 7:30 P. M., 10:30 P. M. The West Chester from Depot, on East Market street, at 8:00 A. M. will stop at B. C. Junction, Lenni, Glen Middle, and Media; leaving Philadelphia at 4:30 P. M. will stop at Media, Lenni, Glen Middle, B. C. Junction. Passengers to or from stations between West Chester and B. C. Junction going East will take train leaving Philadelphia at 7:45 A. M., and change cars at B. C. Junction, and going West, passengers for stations above B. C. 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